

The Bear & Evans Creek Trail & Greenway



Feasibility Study Report

DRAFT April 2000

Redmond Parks and
Recreation Department

with

Parametrix, Inc.

Sahale LLC

jt atkins & co.

The Bear & Evans Creek Trail & Greenway



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Redmond Parks and Recreation Department
15965 NE 85th St.
Redmond, Washington 98073

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Parametrix, Inc.
5808 Lake Washington Blvd. NE, #200
Kirkland, Washington 98033

Sahale LLC
jt atkins & co.



Acknowledgements

Redmond Mayor

Rosemarie Ives	Mayor
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Redmond City Council

Richard Cole	President
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Sharon Dorning

Nancy McCormick

Gregory Misenar

Thomas Paine

Holly Plackett

Jim Robinson

Redmond Trails Commission

Julie Barnfather	Chair
------------------	-------

Kris Colt

Sue Chenault

Glenn Eades

Maureen McCoy

Gary Smith

Greg Byszeski	Redmond Parks Maintenance Manager
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Redmond Park Board

Caroline Chapman	Youth Advocate
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Alden Clark

Ann Callister

David Dugenstein

Seth Kelsey

Dawn Michelsen

Lori Snodgrass

Tom Trueblood	Redmond Parks Recreation Manager
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Bicycle/Pedestrian Committee

Glenn Eades
Leah Greenblat
Ernie Grillo
Shawn Henning
Pat Matson
Louise McGrody
Stephen Meadows
Arnie Tomac
Duane Nakano

Consultants

Parametix, Inc.
5808 Lake Washington Blvd., Ste 200
Kirkland, WA 98033-7350

Sahale, LLC
Seattle, WA

jt atkins & company
Bend, OR

Parks and Recreation Department Staff

John Couch	Director
Linda Gorremans	Project Manager, Park Planner II
Tim Cox	Manager, Park Planning
Roy Lehner	Park Planner IV

Consultant Advisory Team

Sue Chenault	Trails Commission
Tim Cox	Redmond Parks
Glenn Eades	Bicycle/Pedestrian Committee
Tom Eksten	King County Trails Coordinator
Seth Kelsey	Park Board
Teresa Kluver	Redmond Parks Maintenance
Linda Gorremans	Redmond Parks
Prentiss Hallman	
Ray Heller	Bear Creek Basin Stewart
Roy Lehner	Redmond Parks
Mike Paul	Redmond Public Works
David Alm	Redmond Public Works Transportation Manager

The Bear & Evans Creek Trail & Greenway

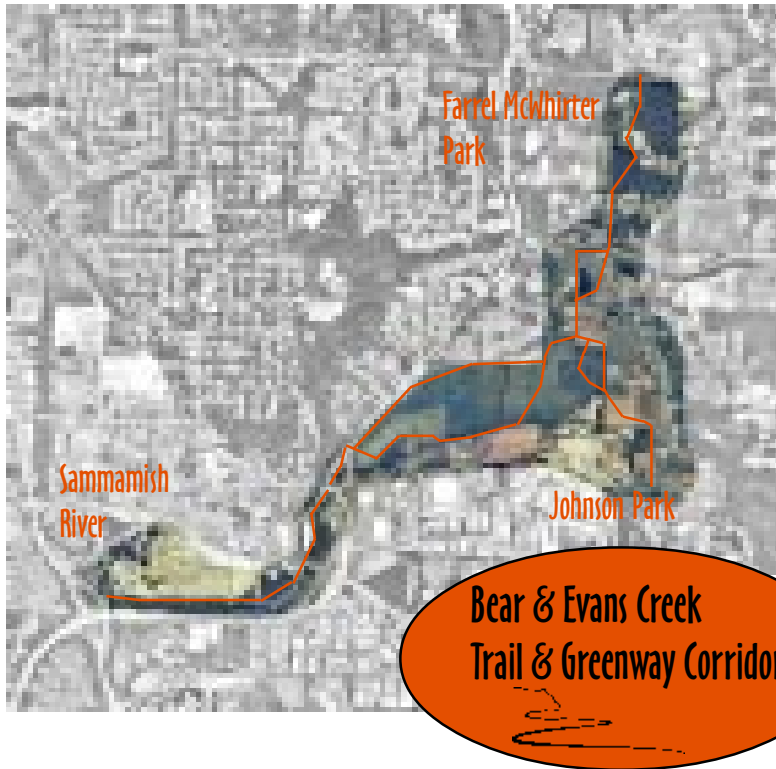


Feasibility Study Report

Executive Summary

Feasibility Study Executive Summary

Generally following the path of Bear Creek and Evans Creek as they meander toward the Sammamish River, the Bear & Evans Creek Trail & Greenway is a proposed habitat, recreation, and open space



corridor northeast of downtown Redmond. The central thread of the project is a multi-use non-motorized trail corridor connecting downtown Redmond to Farrel McWhirter Park, the proposed Avondale Park, and Johnson Park. Woven around this thread is a system of public open space and habitat that will preserve a significant connected open space corridor.

Each of the three ends of the Bear & Evans Creek Trail connects with an existing or planned regional trail, contributing to a growing network of non-motorized

trails providing recreational loops through the City of Redmond with connections to more distant destinations in King and Snohomish Counties. To the north, the project connects to the Redmond–Puget Power Trail; to the south the project connects via the proposed southeast Redmond Trail to the future East Lake Sammamish Trail and Marymoor Park; and downtown the project connects to the Sammamish River Trail.





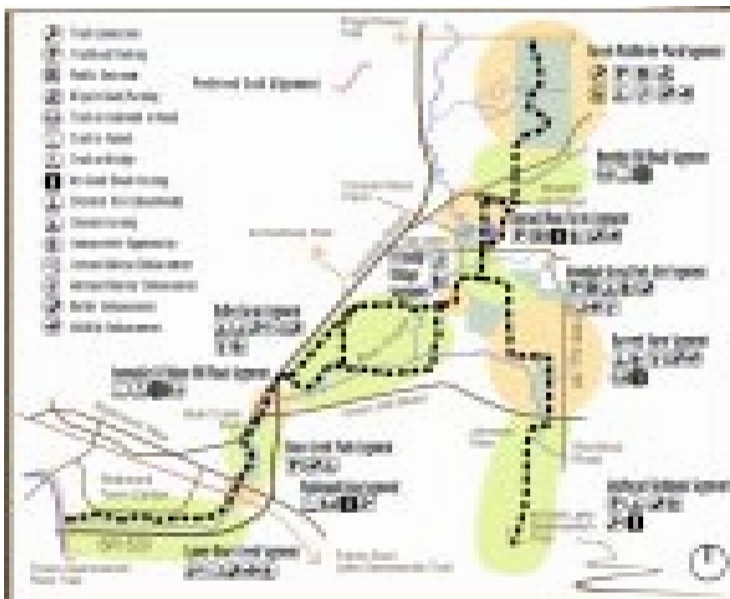
The Feasibility Study Process

The Feasibility Study for the project describes the general alignment of the proposed trail, along with opportunities for habitat enhancement, recreational amenities, and environmental education. The Feasibility Study discusses issues to implement the trails plan included in the City's 1997 Parks, Recreation and Open Space Plan (PRO Plan).



The Feasibility Study is intended to be used a tool for guiding the near-term development of the first phases of the project and to clarify priorities for continuing acquisition for future phases of the project.

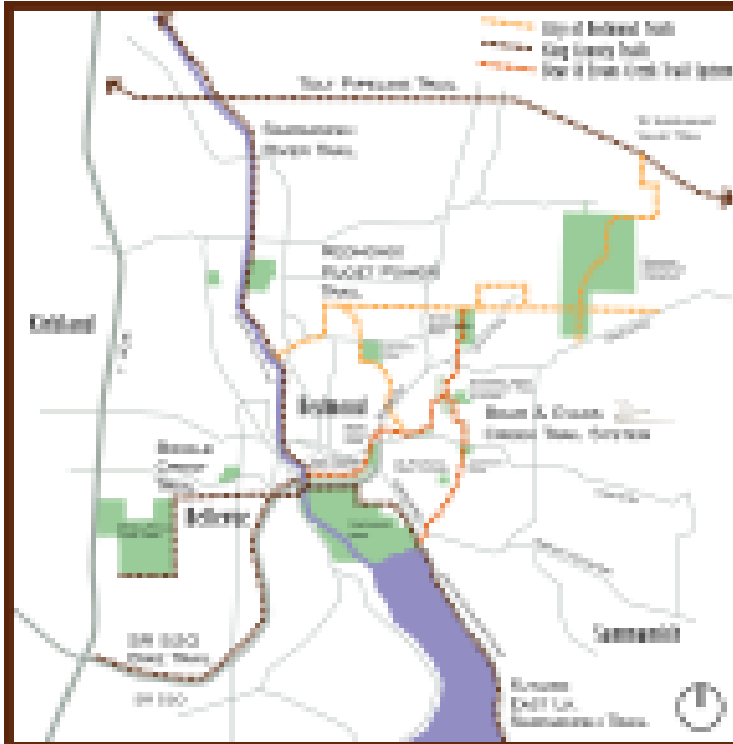
The Feasibility Study process included a variety of opportunities for public involvement and comment. Starting in May 1999 over 100 citizens were involved in guiding decisions for the project, and hundreds more learned about the project through exposure at public events and televised presentations on Redmond's civic cable television channel, and through the project web page.



The preferred alignment for the Bear & Evans Creek Trail is shown as a dashed line.

There is widespread support for the project and a consensus that the completed Feasibility Study describes the right planning-level decisions to guide project development.





The Bear & Evans Creek Trail is an important link in the regional trail system, and to complete recreational loops in the Redmond area.

The Bear & Evans Creek Trail & Greenway and the Natural Environment

The Bear & Evans Creek Trail & Greenway project offers a range of benefits for trail users and the natural environment. However, the location of the proposed trail system near streams and wetlands also raises concerns about possible impacts to sensitive areas. This issue is especially relevant in the context of the recent listing of Puget Sound Chinook salmon under the Endangered Species Act. In general, the trail alignment has avoided direct impacts to sensitive areas, but there are several locations where safety concerns, ownership constraints, or interest in providing

educational benefit has influenced the selection of an alternative with environmental impacts. Proposed mitigation for these impacts has the opportunity to provide significant benefits to habitat and natural systems, as does the continuing acquisition of sensitive areas for conservation as part of the greenway.



Bear Creek flows through Redmond's Bear Creek Park

Although the project will provide significant environmental benefits on the whole, proposed impacts to sensitive areas and mitigation for those impacts will be closely scrutinized during project environmental review and permitting. Modifications to the project may be necessary in



response to regulatory action by one or more of the jurisdictions and agencies with responsibilities for environmental oversight.

Weaving Together Motorized and Non-Motorized Transportation Systems

The corridor for the Bear & Evans Creek Trail generally follows the alignment of three of Redmond's significant arterial streets: Avondale Road, Union Hill Road, and Novelty Hill Road. The trail also crosses Redmond Way near that road's intersection with SR 520.



The trail needs to cross each of these roads, as well as several smaller neighborhood streets. Wherever non-motorized trails and roads come together there are significant safety concerns for protecting the safety of trail users.

During the public workshops for the process there was a strong consensus to develop grade-separated crossings at intersections with major roads to provide a safe, uninterrupted trail corridor. There was also concern that interim solutions often become permanent. After review of the options for crossing major streets two grade-separated crossings are proposed—a tunnel under Novelty Hill Road and a bridge over Redmond Way. Signalized at-grade crossings are proposed at Union Hill Road and Avondale Road. Roads with lower traffic volumes are crossed at new dedicated crosswalks.

Once connected to downtown Redmond, the trail will become a link in a viable non-motorized transportation route to northeast Redmond and new



communities currently in development on Novelty Hill. The trail will provide a safe and enjoyable commuting option.

Project Implementation & Phasing

The project will be completed in several construction phases, with ongoing attention to corridor acquisition and stewardship of the properties already in public ownership. Segments of the trail adjacent to Redmond Town Center will be constructed soon as part of that project's development conditions. The Redmond Parks and Recreation Department has bond and



grant funding in-hand to construct a segment of trail connecting Conrad Olson Farm and Johnson Park and will begin design and permitting of that segment following finalization of the Feasibility Study.

The completion of future phases of the project will be determined by the success of property acquisition and funding. There are several sources of potential grant funding for the project. These funding sources may be especially important to contribute toward grade-separated crossings at Novelty Hill Road and Redmond Way.

